

**FAVORABLE REPORTS FROM SEVERAL CANTONMENTS**

**Zeal Shown by Men Has Aroused the Enthusiasm of the Officers.**

Washington, Oct. 16.—Men of the national army are developing a spirit that augurs well for the future of the force, formal reports reaching the war department from several cantonments show. The young soldiers are throwing themselves into the work with a zeal that has aroused the enthusiasm of their officers.

Especially gratifying to officials are reports from Camp Devens, Ayer, Mass., and Camp Grant, Rockford, Ill., and in order to learn the spirit of the men at all training camps, the department decided today to call upon divisional commanders for reports.

At Camp Devens the company officers report many instances where the men come in from eight hours of intensive training still eager for work. Instead of seeking rest in their quarters, the new soldiers turn out into the company streets and continue practicing what they have just learned.

They are eager to fit themselves physically for the great task ahead of them, the officers report, and a spirit of loyalty to their companies and their regiments is rapidly developing.

War department officials expect that complete official reports will set at rest forever any doubts as to the desire for real service of the great mass of the men in the national army. Difficultly is being found in inducing men especially fitted by previous training for a particular part of the work behind the lines to forego their places with the fighting units. Time after time mechanics have answered such calls with the statement that they wanted to remain with their companies and go into the trenches.

The war department up to this time has filled service companies and battalions with volunteers as far as possible. That practice probably will be continued and men will be ordered out of the fighting units and into the vitally necessary transport and supply line battalions only if enough volunteers for the work cannot be secured.

**ENCOURAGING REPORT COMES FROM RUSSIA**

**About Conditions in Munitions Factories Recently Put in Operation.**

Stockholm, Oct. 16.—An encouraging report as to the military factories in the interior of Russia comes from the commission headed by General Gernomius of the Russian army and an English general which has just finished a tour of inspection of all the factories newly erected or under erection for the manufacture of airplanes, arms and ammunition.

The Associated Press correspondent talked at the Russian legation here with a man who had participated in this tour of inspection and who accompanied the two generals to Stockholm. He reports that Russia's new factories, the erection of which became necessary through the diminution

of supplies from other countries, were found to be the most modernly equipped and efficient factories of their kind in the world. The experience of the other allies, according to his account, has been drawn on in full measure and the lessons learned had been taken advantage of to such a notable extent that the examining generals were surprised at what they found.

The new plants include a great airplane factory now nearing completion, a large machine gun factory already working to full capacity, and artillery factories at various places. A further encouraging feature noted by the visitor was that all the factories, where the electrical and mechanical side predominates over purely manual labor, the capacity and output have diminished only negligibly, despite the anarchic conditions prevailing throughout the country.

The capacity of the new Murman railway, it appears, has been greatly increased, but there is still a and shortage of rolling stock. This will be somewhat alleviated by transfers from the Archangel line when that port becomes icebound.

**TORTURE INFLICTED BY GERMAN CAPTORS Upon English Men and Women in German East Africa.**

Washington, Oct. 16.—Insults and physical torture inflicted upon helpless English men and women by their German captors in German East Africa in the early days of the war form the subject of a special British parliamentary paper, copies of which have just reached this country.

The report, embracing the sworn testimony of many missionaries and native teachers, will form part of the terrible indictment against German officialdom which it is expected will be brought up at the final reckoning at the end of the war. The affidavits are by British civilians, mostly missionaries, men and women, who were engaged in church work among the natives, and who under all rules of warfare were privileged to quit German territory in safety upon 24 hours' notice after the outbreak of war.

Permission to leave was refused by the German officials on the ground of the military exigencies, and the unfortunate civilians were kept as prisoners in crowded quarters, with insufficient food, and much of that unfit for consumption, and forced to do all sorts of exhausting labor, so that some were permanently injured in health.

Every effort was made to degrade the prisoners in the eyes of the natives. The men were obliged to act as laborers for native masons and to perform many degrading tasks. The women are declared to have been obliged to witness the bathing of German soldiers and to submit to insults and abuse from the native guards and German civilians.

Increases His Interest. The Kaiser's interest in what is going on in America is never keener than about the time a new loan is being floated.—Chicago Herald.

**"SKIDDING" TEST FOR AUTOMOBILE DRIVERS**

**May be Given Future Applicants for Licenses.**

Hartford, Conn., Oct. 16.—That in the future applicants for automobile drivers' licenses must pass a "skidding" test is predicted in a notice issued today from the office of Robbins H. Stoessel, commissioner of motor vehicles. In his notice the commissioner points out that a large percentage of serious accidents are due to "skidding" and says that investigation has led to the conclusion that the skid is caused where chains are not used and such cases very largely predominate, by a lack of proper driving knowledge.

It is common, he says, to find drivers, otherwise competent, whose only idea of proceeding down a wet and slippery hill is to coast with clutch out and the speed governed by use of the footbrake. This, he pointed out, makes the rear wheels in effect runners and they must slide. On inclines, where wet, a skid is sure to result.

To prevent this sliding, he recommends keeping the wheels turning by having the engine coupled in gear. To keep proper speed he urges drivers to turn off ignition and use compression and footbrake.

The commissioner has reached the conclusion that the emergency, or hand brake, is not frequently enough used as determined from the record of collisions coming before him. Only one possible reason for this presents itself, he says, namely this brake is so rarely used for purpose of control that when an emergency confronts a driver he fails to use it.

**FOUR DEFIANT MILITANT SUFFRAGISTS SENTENCED.**

**Given Six Months in Workhouse for Picketing the White House.**

Washington, Oct. 16.—The police court swung back to the workhouse sentence policy today in dealing with militants of the woman's party picketing the White House. Four arrested yesterday were today given six months, the heaviest sentence yet imposed on any of them. The defiant women told the court there would be more picketing soon.

**BRIEF STATE NEWS**

Wallingford.—At this week's grange meeting there will be a reception to charter members.

Meriden.—First Selectman George W. Miller of Meriden celebrated his 75th birthday Saturday.

South Manchester.—Dr. and Mrs. T. H. Weiden have returned from their cottage at Crescent Beach.

Waterford.—Mr. and Mrs. Henry C. White of Waterford have returned to

their home at Pleasure Beach after spending a few days in Hartford.

Plymouth.—The Congregational Sunday school at its session Sunday agreed to contribute the sum of \$3 a month to the Armenian relief fund.

Middletown.—Hunters had little success in the woods last week, owing to the thick leaves. A few pheasants were brought in and a number of snipe and ducks were shot on the meadows.

Naugatuck.—The bishop suffragan of Connecticut, Rt. Rev. Edward C. Acheson, D. D., will come to Naugatuck to administer confirmation at St. Michael's Episcopal church Sunday, Jan. 13, 1918.

Hartford.—Jack Arnett, until last July assistant professional instructor at the Hartford Golf club, is now with the Black Watch and is in Hartford with that command. He greeted many of his old friends yesterday.

Waterbury.—Mr. and Mrs. Charles Phelps Taft, 24, whose marriage took place in this city on Oct. 6, have taken a furnished house for the present at Alexandria, Va., near Fort Myer, where Mr. Taft is a sergeant major in the Field Artillery corps.

South Manchester.—The Orford Soap company is to aid its employees to buy Liberty bonds. The company will purchase the bonds and withhold salaries at the rate of \$1 per week for each \$50 bond which an employee authorizes the company to purchase for them.

**Articles Which May Now Be Exported Without Government License.**

The removal of the export embargo from a long list of articles if sent to countries other than the European neutrals and central powers, will permit the exportation without license of approximately \$700,000,000 worth of merchandise per annum. An analysis by the National City Bank of New York of the list of articles from which the ban is thus removed indicates that they aggregate approximately \$700,000,000 in value in the exports of the fiscal year 1917, and that only about 5 per cent of them went to the European countries to which their exportation is still restricted.

The official announcement by the export administrative board of the merchandise which may be exported without license if sent to countries other than Norway, Sweden, Denmark, Netherlands, Spain, Switzerland, Greece and the area controlled by the Central Powers enumerates about 600 articles which are thus freed from the general embargo. No exact figures as to the aggregate export value of these 600 articles can be made by reason of the fact that many of them are not named in the government's published figures of exportation, but a compilation of the value of all articles in this list of which the export values are officially stated brings the known total for the fiscal year 1917 to over \$700,000,000 while it is probable that the hundreds of articles enumerated by the board but not named in the government's published reports will easily bring the total to \$750,000,000 and that fully \$700,000,000 went to countries other than those to which the exportation is still prohibited.

The more important of the articles which the export administrative board has thus removed from the general embargo, includes automobiles, steel bars, steel rails, locomotives, railway cars, wire, nails, iron pipe, sheets and plates under 1-8 inch thickness, typewriters, sewing machines and many other manufactures of iron and steel; also agricultural implements, paper, paraffin, tobacco, vegetables, dried and canned fruits, cereal preparations for table food, toys, books, and numerous other articles.

While it is not possible to state in exact figures the share of these various articles which went last year to the countries to which exportation is still prohibited, it may be said in general terms that no more than 5 per cent of the total value of the articles from

Even though his prices are Vexatiously High, you do not accuse your Tradesman of trying to rob you, if he charges no more than a Reasonable Profit for the wares you have to buy. Why should you be less kind to the Street Railway Company if the latter charges you no more than is necessary to enable it to endure losses until a more favorable time when street railroad maintenance can again subsist under a normal condition as to credit, costs and betterments?

No industry can be on a sound basis without the good will of its patronage. If your complaint is rather of inadequate service than of higher rates, bear in mind:

First: That inadequate service is as much deplored by the street railway company as it is by you.

Second: That the company is sparing no effort within its power for improvements.

Third: That the cause of the trouble is lack of means to provide adequate equipment and a sufficient number of competent employees.

Fourth: That the cause is due to an advance in costs and a scarcity of moderate priced labor, which no one could have foreseen or prevented.

Fifth: That until these costs are offset by increased revenue, substantially better service is impossible.

Sixth: That continuation of inadequate service must involve the company and the public in common damage.

You and your tradesmen work loyally together for the good of the community. Your partnership with the street railway is in fact not less intimate. Your interests are as mutually dependent. The street railway company fully realizes this. Do you?

The Shore Line Electric Railway Co.

which the man is now removed went in the fiscal year 1917 to the European countries still on the prohibited list. Of the \$20,000,000 worth of automobiles exported in the fiscal year 1916, the latest for which details of distribution are available, only \$5,000,000 worth went to the prohibited area, the central powers and the European neutrals. Of the \$15,000,000 worth of typewriters and sewing machines exported only about \$1,500,000 went to the prohibited area; of the \$18,000,000 worth of steel rails only a quarter of a million went to the area in question; of the \$25,000,000 worth of agricultural implements the prohibited area took about \$2,000,000 worth; of the canned and dried fruits exported, amounting to approximately \$20,000,000, less than \$2,000,000 worth went to the prohibited area, and of the \$8,000,000 worth of railway cars the prohibited countries took about \$300,000 worth.

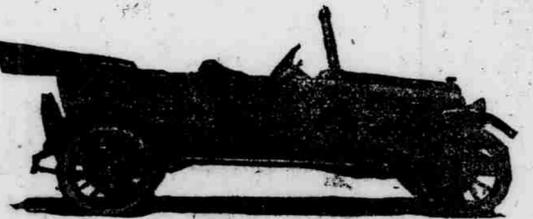
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